

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218644-0

Total Deleted Page(s) = 3

Page 5 ~ Duplicate - See Bate Stamp CREW-1760;

Page 15 ~ Duplicate - See Bate Stamp CREW-1760;

Page 23 ~ Duplicate - See Bate Stamp CREW-4093;

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X For this Page X
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[redacted] routinely is supported by [redacted] aviation since no FBI surveillance aircraft are available at [redacted] UASs are basically flying [redacted]
[redacted]

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We all agree that we should say very little and not discuss specifics, but should generically update what we stated in 2008. Here is what we stated in 2008;

"The FBI has a unit that is experimenting with a variety of unmanned aerial vehicles. At this point, they have been used mainly for search and rescue missions. It is certainly an up and coming technology and the FBI is researching additional uses for this technology. All the normal protections of civil liberties which are required in any other surveillance operation apply to the FBI's UAV program."

I propose that we update that to say:

b5

Let me know your thoughts.

Jerry
Gerald R. Bessette
Supervisory Special Agent, Asst Section Chief
Traditional Technology Section, Operational Technology Division
FBI Science and Technology Branch
desk [redacted]
BB [redacted]
Secret [redacted]
Unclass [redacted]

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- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may either be ground based or in a chase plane. If the chase aircraft is operating more than 100ft above/below and or ½ nm laterally, of the UA, the chase aircraft PIC will advise the controlling ATC facility.
- In order to comply with the see-and-avoid requirements of Title 14 of the Code of Federal Regulations sections 91.113 and 91.111, the pilot-in-command and visual observers must be able to see the aircraft and the surrounding airspace throughout the entire flight; and be able to determine the aircraft's altitude, flight path and proximity to traffic and other hazards (terrain, weather, structures) sufficiently to exercise effective control of the aircraft to give right-of-way to other aircraft, and to prevent the aircraft from creating a collision hazard.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR 91.111, *Operating Near Other Aircraft*, and 14 CFR 91.113, *Right-of-Way Rules*. Cloud clearances and VFR visibilities for Class E airspace will be used regardless of class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.
- The dropping or spraying of aircraft stores, or carrying of hazardous materials (included ordnance) outside of active Restricted, Prohibited, or Warning Areas is prohibited unless specifically authorized in the Special Provisions of this COA.

Airworthiness Certification Provisions:

- UA must be shown to be airworthy to conduct flight operations in the NAS.
- Public Use Aircraft must contain one of the following:
 - A civil airworthiness certification from the FAA, or
 - A statement specifying that the Department of Defense Handbook "Airworthiness Certification Criteria" (MIL-HDBK-516), as amended, was used to certify the aircraft or
 - Equivalent method of certification.



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Unclassified/Law Enforcement Sensitive/SSI

Incident / Accident and Normal Reporting Provisions: The following information is required to document routine and unusual occurrences associated with UAS activities in the NAS.

- The proponent for the COA shall provide the following information to Donald.E.Grampp@faa.gov on a monthly basis:
 - Number of flights conducted under this COA.
 - Pilot duty time per flight.
 - Unusual equipment malfunctions (hardware/software).
 - Deviations from ATC instructions.
 - Operational/coordination issues.
 - All periods of loss of link (telemetry, command and/or control)
- The following shall be submitted via email, COA online or phone (202-385-4542, [redacted]) to Donald.E.Grampp@faa.gov within 24 hours and prior to any additional flight under this COA:
 - All accidents or incidents involving UAS activities, including lost link.
 - Deviations from any provision contained in the COA.

This COA does not, in itself, waive any Federal Aviation Regulation (FAR) nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the Federal Bureau of Investigation, Aviation and Surveillance Branch to resolve the matter. This COA does not authorize flight within Special Use Airspace without approval from the Using Agency. The Federal Bureau of Investigation, Aviation and Surveillance Branch is hereby authorized to operate [redacted] Unmanned Aircraft System UAS in the operations area depicted in "Activity" above and attachment 1 below.

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b7E

CREW-1914

NOTAM: A distance (D) Notice to Airmen shall be issued when UA operations are being conducted. This requirement may be accomplished through your local base operations or NOTAM issuing authority. You may also complete this requirement by contacting Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 48 hours prior to the operation and provide:

- Name and Address of pilot filing NOTAM request
- Location, Altitude or the operating Area
- Time and nature of the activity

NOTE FOR PROPONENTS FILING THEIR NOTAM WITH DoD ONLY: This requirement to file with the AFSS is in addition to any local procedures/requirements for filing through DINS. The FAA Unmanned Aircraft Systems Office is working with the AFSS, and to eliminate the requirement to file a NOTAM with both the AFSS and DINS in the near future.

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Federal Bureau of Investigation-Aviation and Surveillance Branch

10678 Aviation Lane,

FBI-CIRG-ASB

Manassas, VA 22010

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

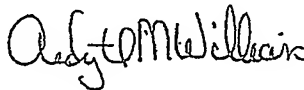
Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate [redacted] and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR



FAA Headquarters, AJR-36
(Region)

Ardyth Williams
(Signature)

July 13, 2010
(Date)

Air Traffic Manager, Unmanned Aircraft Systems
(Title)

FAA Form 7711-1 (7-74)

CREW-4085

ATTACHMENT to FAA FORM 7711-1

Issued To: Federal Bureau of Investigation
Aviation and Surveillance Branch

Address: 10678 Aviation Lane,
FBI-CIRG-ASB
Manassas, VA 22010

b7E

Purpose: To prescribe UAS operating requirements (outside of restricted and/or warning area airspace) in the National Airspace System (NAS) for the purpose of training and/or operational flights.

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General Provisions:

- The review of this activity is based on our current understanding of UAS operations, and the impact of such operations in the NAS, and therefore should not be considered a precedent for future operations. As changes occur in the UAS industry, or in our understanding of it, there may be changes to the limitations and conditions for similar operations.
- All personnel connected with the UAS operation must comply with the contents of this authorization and its provisions.
- This COA will be reviewed and amended as necessary to conform to changing UAS policy and guidance.

Safety Provisions:

Unmanned Aircraft (UA) have no on-board pilot to perform see-and-avoid responsibilities, and therefore, when operating outside of restricted areas, special provisions must be made to ensure an equivalent level of safety exists for operations had a pilot been on board. In accordance with 14 CFR Part 91, General Operating and Flight Rules, Subpart J-Waivers, 91.903, Policy and Procedures, the following provisions provide acceptable mitigation of 14 CFR Part 91.113 and must be complied with:

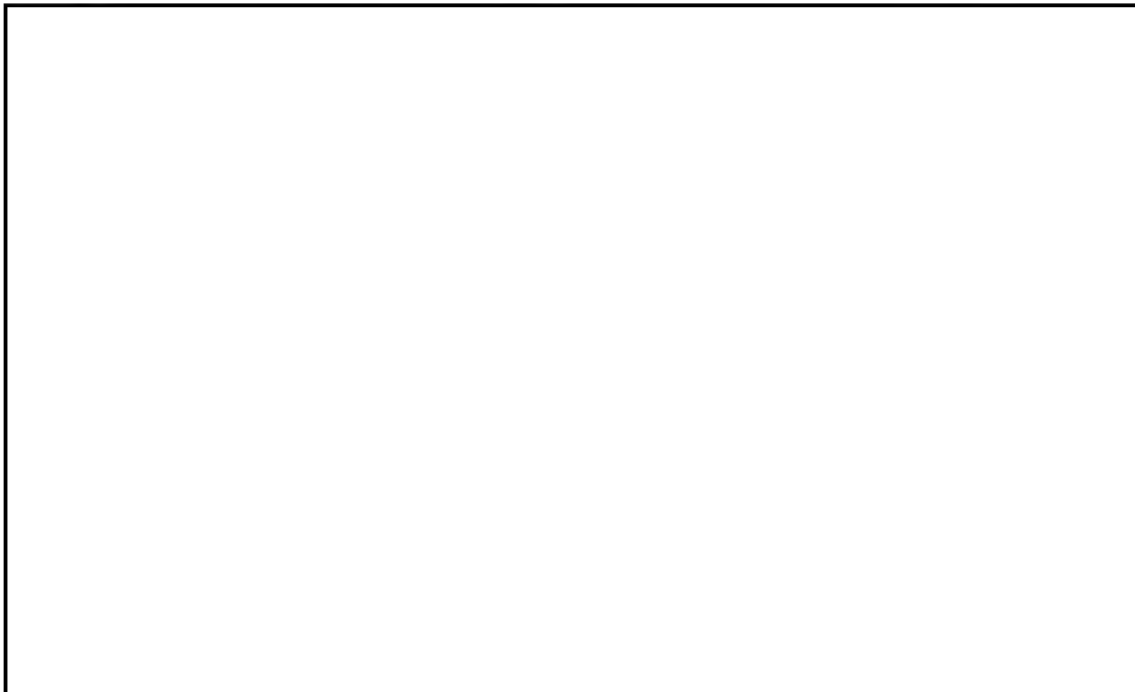
- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may

either be ground based or in a chase plane. The UA must remain within a lateral distance of no more than one-half (.50NM) nautical mile and 400 feet vertically from the visual observer. The distances listed are the maximum distance; at no time will the UA be operated at a distance beyond the visual line of sight for the visual observer.

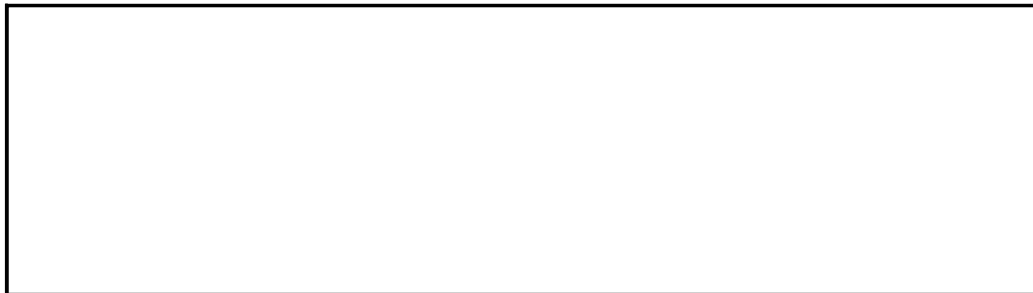
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR 91.111, *Operating Near Other Aircraft*, and 14 CFR 91.113, *Right-of-Way Rules*. Cloud clearances and VFR visibilities for Class E airspace will be used regardless of class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.
- The dropping or spraying of aircraft stores, or carrying of hazardous materials (included ordnance) outside of active Restricted, Prohibited, or Warning Areas is prohibited unless specifically authorized in the Special Provisions of this COA.

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- UA must be shown to be airworthy to conduct flight operations in the NAS.
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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Federal Bureau of Investigation
Aviation and Surveillance Branch

10678 Aviation Lane,
FBI-CIRG-ASB
Manassas, VA 22010

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE
N/A

STANDARD PROVISIONS

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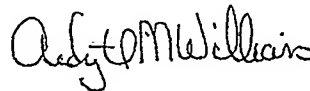
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BY DIRECTION OF THE ADMINISTRATOR



FAA Headquarters, AJV-13
(Region)

Ardyth Williams
(Signature)

February 15, 2011

(Date)

Air Traffic Manager, Unmanned Aircraft Systems

(Title)

ATTACHMENT to FAA FORM 7711-1

Issued To: Federal Bureau of Investigation
Aviation and Surveillance Branch

Address: 10678 Aviation Lane,
FBI-CIRG-ASB
Manassas, VA 22010

[Redacted Box]

b7E

Purpose: To prescribe UAS operating requirements (outside of restricted and/or warning area airspace) in the National Airspace System (NAS) for the purpose of training and/or operational flights.

[Redacted Box]

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General Provisions:

- The review of this activity is based on our current understanding of UAS operations, and the impact of such operations in the NAS, and therefore should not be considered a precedent for future operations. As changes occur in the UAS industry, or in our understanding of it, there may be changes to the limitations and conditions for similar operations.
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- This COA will be reviewed and amended as necessary to conform to changing UAS policy and guidance.

Safety Provisions:

Unmanned Aircraft (UA) have no on-board pilot to perform see-and-avoid responsibilities, and therefore, when operating outside of restricted areas, special provisions must be made to ensure an equivalent level of safety exists for operations had a pilot been on board. In accordance with 14 CFR Part 91, General Operating and Flight Rules, Subpart J-Waivers, 91.903, Policy and Procedures, the following provisions provide acceptable mitigation of 14 CFR Part 91.111/113 and must be complied with:

[REDACTED]

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- Name and Address of pilot filing NOTAM request
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- Time and nature of the activity

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 - Deviations from ATC instructions.
 - Operational/coordination issues.
 - All periods of loss of link (telemetry, command and/or control)
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Unmanned Aircraft System UAS in the operations area depicted in "Activity" above and attachment 1 below.

Fw: Approved COA application [REDACTED]

b7E

Peter.K.Acevedo@faa.gov [Peter.K.Acevedo@faa.gov]

Sent: Friday, February 25, 2011 12:53 PM

To: natalie.r.smith@faa.gov [REDACTED]

b6

Cc: Steven.CTR.Pansky@faa.gov

b7C

Attachments: COA Attachment to FAA FORM~1.pdf (255 KB)

Here it is have a safe Year.

Thanks

Pete

Peter Acevedo
Air Space Specialist
Operations Support,
Eastern Service Center
Desk: 404-305-5598
Fax: 404-305-5572

Only two defining forces have ever offered to die for you:
Jesus Christ and a Soldier

----- Forwarded by Peter K Acevedo/ASO/FAA on 02/25/2011 12:48 PM -----

From: Steven CTR Pansky/AWA/CNTR/FAA
AJV-13, UAS Group

To: Peter K Acevedo/ASO/FAA@FAA

Date: 02/22/2011 10:52 AM

Subject: Re: Approved COA application [REDACTED]

b7E

Steve Pansky
Air Traffic Consultant
Law Enforcement Liaison
General Dynamics Information Technology supporting
Federal Aviation Administration
Unmanned Aircraft Systems Group, UAS/AJV-13

[REDACTED] 2/25/2011

b7E

CREW-4252

Steve Pansky
Air Traffic Consultant
Law Enforcement Liaison
General Dynamics Information Technology supporting
Federal Aviation Administration
Unmanned Aircraft Systems Group, UAS/AJV-13
775-815-3606
Steven.clr.Pansky@faa.gov

[REDACTED] 2/25/2011

b7E

CREW-4262

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Federal Bureau of Investigation-Aviation and Surveillance Branch

10678 Aviation Lane,

FBI-CIRG-ASB

Manassas, VA 22010

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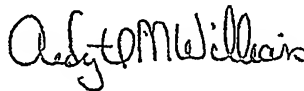
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BY DIRECTION OF THE ADMINISTRATOR



FAA Headquarters, AJR-36

(Region)

Ardyth Williams

(Signature)

March 15, 2010

(Date)

Air Traffic Manager, Unmanned Aircraft Systems

(Title)

ATTACHMENT to FAA FORM 7711-1

Issued To: Federal Bureau of Investigation
Aviation and Surveillance Branch

Address: 10678 Aviation Lane,
FBI-CIRG-ASB
Manassas, VA 22010

[Redacted Box]

b7E

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- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may

2. Special provision 1 will be used in lieu of maintaining direct two-way communications with ATC (Standard Provisions, bullet one).

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 - All accidents or incidents involving UAS activities, including lost link.
 - Deviations from any provision contained in the COA.

Filing and Security
Primary Case: 321D-IR-A7788

Case Title: (U//FOUO) FFOU UNMANNED
AERIAL SYSTEMS - FFOU
UNMANNED AIRCRAFT

Serial Number: 25

Serialized: 07/13/2009

Initiated: 07/02/2012

Details

Serial #: 25

Type: EC

Document Title: 6TH ANNUAL SMALL UNMANNED AERIAL SYSTEM USER REVIEW

Approval Date: 07/13/2009

Classification: SN

Contents:

Precedence: ROUTINE Date: 07/13/2009

To: Operational Technology Attn: TPS/TRU

SSA [REDACTED]

CIRG Attn: FFOU

From: CIRG

ASTOS/ASB/ASU

Contact: SSA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 321D-IR-A7788 (Pending)
319T2-HQ-A148766A-OTD (Pending)

Title: UNMANNED AERIAL SYSTEMS;
BUREAU AIRCRAFT OPERATIONS

Synopsis: 6th Annual Small Unmanned Aerial System User Review

Details: On [REDACTED] the investigating Agent attended the 6th Annual Small Unmanned Aerial System ("SUAS") User Review on behalf of the Field Flight Operations Unit. SSA [REDACTED] of the Technical Response Unit also attended on behalf of his unit. The first day's session was held at the unclassified level [REDACTED]. The second session, held at the secret level, [REDACTED].

[REDACTED] By way of definition, SUASs are generally accepted to be unmanned air vehicles [REDACTED].

[REDACTED] UAS Airspace Integration Flight, USAF/HQ AFSSOC, [REDACTED] made the only presentation at the conference that was actually relevant to the challenges confronting FFOU and TRU's efforts to employ unmanned

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b6 per AF
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CREW-3018

11/7/2013 3:55 PM

aerial systems ("UAS") in support of the Director's priorities. [] discussed the difficulties faced by the military in securing certificates of authorization ("COA") from the Federal Aviation Administration ("FAA") to operate UASs in the national airspace system ("NAS"). He reported that he has obtained COAs for SUAS training in class D airspace established for exclusively military airports and class G airspace below 1200' overlying military bases. Even with these restrictions, he reported that the FAA could take as long as 18 months to approve an application. Even when approval was granted, the restrictions were often onerous. For example, [] noted that one COA for military class D airspace abutting a military range forbid UASs from transitioning from class D airspace to the range. UASs can, of course, operate with minimal FAA scrutiny as long as they remain in restricted or warning areas and operate in accordance with range rules. [] also discussed the emergency COA process. He noted that the FAA will not generally grant an emergency COA unless a training COA has already been granted. Currently, TRU is pursuing a training COA over privately owned land south of Quantico.

b6 per AF
b7C

These FAA restrictions effectively eviscerate most hope of the FBI operationally employing UASs to conduct the surveillance, photography, and communications relay missions being conducted daily by our manned aircraft fleet. This gloomy outlook contrasted starkly with the optimism felt by most conference participants. The other attendees were overwhelmingly from the military special operations community. Representatives from Naval Special Warfare, Army Special Forces and Rangers, and the United States Marine Corps all gave outstanding presentations on SUAS operations and training. All presenters had substantial combat UAS experience overseas. These briefings made it clear that SUASs are performing well, saving American lives, and helping to take enemy lives every day in Iraq and Afghanistan. The difficulty in obtaining COAs and accessing the NAS are, at most, an inconvenience to these military operators because the restrictions make home station training less convenient and less available. Because these forces operate outside of the NAS, friction with the FAA, does not have an operational impact.

For the FBI, the situation is reversed. Lack of NAS access prevents us from using SUAS operationally. While we can train on military bases, our opportunities to actually use this training to conduct our domestic law enforcement and intelligence missions is severely limited. SSA [] described a recent successful deployment by his unit of [] UAS overseas. He reported that the system performed well and the host nation was thankful for the assistance. This performance demonstrated that the primary barriers to routine UAS employment are regulatory and not technical.

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[] noted that the FAA has indicated that it will publish guidance on UAS access to the NAS in 2012. He expressed skepticism as to whether this deadline would be met. The critical sticking point to NAS access is the FAA requirement for a UAS to demonstrate sense and avoid capability in lieu of the 14 CFR * 91 see and avoid requirement. It is completely unclear at this juncture what the technical specifications of an approved sense and avoid system will look like. It is probably a foregone conclusion that such a system will be too large and heavy to fit on a SUAS. The presenter stated that, several years ago, the FAA appeared ready to waive this requirement for very small UASs and allow them to operate in accordance with the FAA furnished

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guidance for model airplanes. FAA guidance for model airplane operations is contained in Advisory Circular 91-57 ("AC 91-57"). Later, the FAA backed away from this stance. Currently and for the foreseeable future, the FAA forbids any governmental or commercial operation of model aircraft under AC 91-57.

The technical presentations did a good job of highlighting evolving SUAS capabilities.

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The classified briefings highlighted new SUAS capabilities that, while very impressive, are not particularly relevant to the FBI mission.

In conclusion, the biggest challenge to Bureau use of UASs is routine access to the NAS. The status quo will not be resolved before 2012 at the earliest and the nature of that resolution is not predictable. If TRU succeeds in getting its training COA south of Quantico, obtaining emergency COAs may become easier. Even if this happens, the requirement to notify the public of a COA may possibly restrict UAS employment to situations in which FBI involvement is already public knowledge. FFOU will continue to partner with TRU on this emerging technology.

LEAD(s):

Set Lead 1: (Info)

OPERATIONAL TECHNOLOGY

AT TRU, VA

Read and clear.

**

Routing

Drafted by:

Approved by:

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Filing and Security

Primary Case: 321D-IR-A7788

Case Title: (U//FOUO) FFOU UNMANNED
AERIAL SYSTEMS - FFOU
UNMANNED AIRCRAFT

Serial Number: 88

Serialized: 12/12/2011

Initiated: 07/02/2012

Details

Serial #: 88

Type: OTHER

Document Title: LA TIMES ARTICLE POLICE EMPLOY PREDATOR DRONE SPY PLANES

Approval Date: 12/12/2011

Classification: SN

Contents: No Content Available

Document and Data Request Tracking Sheet

Tracking
Number

Document / Data Requested

Background

- 1 FBI's working definitions of Unmanned Aerial Vehicle (UAV)
[NOTE: This request uses UAV to include both vehicles and any relevant command systems]
- 2 Organizational chart of units responsible for managing and operating FBI UAVs.
- 3 The number and type of UAVs owned by the FBI used for research or law enforcement purposes.
- 4 Description of the sensor package/capabilities on each UAV used for research or law enforcement purposes.
- 5 Type of telemetry software for each law enforcement-related UAV and whether the channels of communications for each are secure and encrypted.
- 6 Number of UAVs, if any, the FBI operates for research or law enforcement purposes obtained from third party public agencies that were detailed, loaned, or assigned to the FBI.
- 7 The circumstances of loan disclosed in response to Question 6 and any Memorandums of Understanding or terms of use between the agencies involved for each applicable UAV.
- 8 Number of instances in which the FBI requested the assistance of UAVs operated by third parties in law enforcement operations or instances where FBI law enforcement operations obtained information from the use of third party UAVs.
- 9 UAV deployments on FBI law enforcement missions:
 - a. By UAV type.
 - b. Field locations to which UAVs were deployed.
 - c. Operational hours of deployment broken down into training, transportation from/to deployment site to target site, operation time on target.
 - d. FAA issued Certificates of Authorization (COA) (regular and/or emergency).
- 10 Number and type of criminal cases supported and/or prosecuted using data collected by UAV; include points of contact in the field to discuss the UAV contribution.
- 11 Description of the requisition and logistics process to deploy a UAV from CIRG to the field for a particular case and the command and control systems at the FBI, including internal controls policies to maintain, store, and operate UAVs. Also provide any procedures, if any, required to permanently base a UAV at a Field Division.

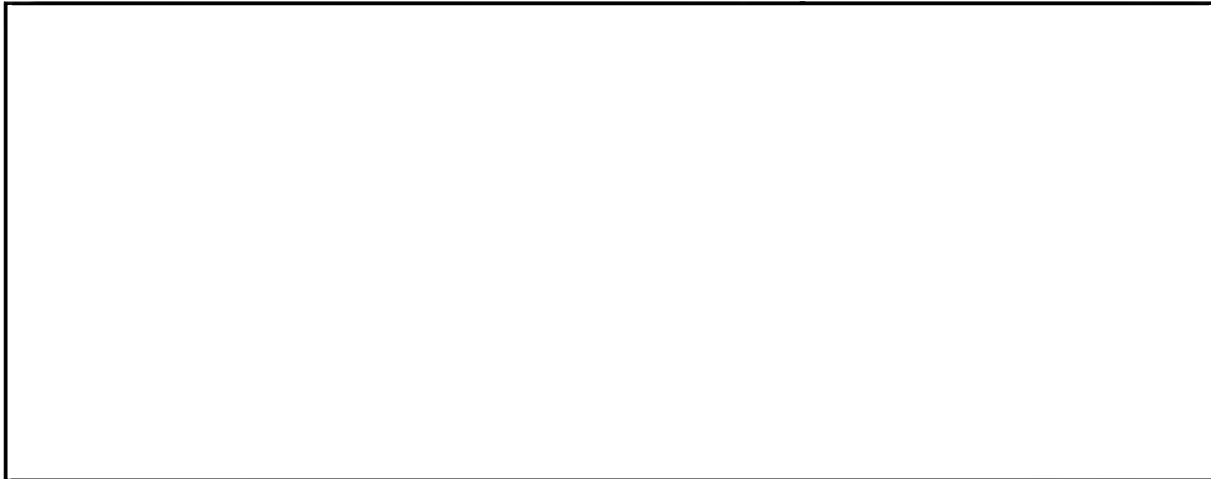
12	Whether UAV flight logs are maintained and/or if telemetry data and surveillance is recorded and maintained, where, and how protected.
13	Description of the circumstances of any UAV accidents and crashes or malfunctions resulting in loss of power in flight. Also please provide any FBI policy regarding liability of the FBI for UAV accidents or third party damage.
14	Number of FTEs dedicated to working with or using UAVs, and number of FBI personnel qualified to operate UAVs.
15	Descriptions of the qualifications of personnel handling UAVs.
16	Relevant trainings, conferences or certification programs taken by FBI UAV operators.
17	Whether there are plans to expand the use of FBI UAV operations and what groups are involved in such planning.
	National Security
	(If applicable, please provide answers and associated documents for this section under separate cover)
18	The number of FBI-owned UAVs used primarily for national security missions in United States airspace or proximate thereto if originating in the country.
19	Whether the FBI operates third-party UAVs for national security purposes, and if so, the circumstances of the UAV loan, detail, or assignment and any Memorandums of Understanding or terms of use between the agencies involved.
20	Number of instances in which the FBI requested the assistance of UAVs operated by third parties in national security operations or instances where FBI national security operations obtained information from the use of third party UAVs.
21	Description of the sensor package/capabilities on each UAV used primarily for national security purposes.
22	Type of telemetry software for each UAV used primarily for national security purposes and whether the channels of communications for each are secure and encrypted.
23	<p>All UAV deployments on national security-related FBI missions in United States airspace or proximate thereto if originating in the country:</p> <p>a. By UAV type.</p> <p>b. Field locations to which UAVs were deployed.</p> <p>c. Operational hours of deployment broken down into training, transportation from/to deployment site to target site, operation time on target.</p> <p>d. FAA issued Certificates of Authorization (COA) (regular and/or emergency).</p>
24	Number and type of national security cases supported and/or prosecuted using data collected by UAV; include points of contact in the field to discuss the UAV contribution.

25	Process to authorize the use of UAVs for surveillance in national security cases and the policies, procedures, and guidelines relevant to such UAV use; in particular guidance on whether or when search warrants should be obtained, as well as any circumstances when application should be made to the FISA Court.
	Jurisdiction
26	Laws and regulations detailing FBI's authority to purchase and deploy UAVs.
27	Departmental or FBI policies, procedures or guidelines generally governing the deployment of UAVs in law enforcement investigations.
28	The process to authorize the use of UAVs for surveillance in criminal cases and any policies, procedures, and guidelines relevant to whether or when search warrants should be obtained.
29	Intra-departmental coordination efforts regarding jurisdictional issues, research and development or deployment issues; particularly coordination with the National Institute of Justice.
30	Efforts to coordinate with the Department of Homeland Security, the Federal Aviation Administration, and other Federal agencies to develop privacy protocols or other interagency coordination efforts regarding jurisdictional issues, research and development or deployment issues.
	Financial
31	The purchase costs of each UAV used by the FBI since Fiscal Year 2005.
	The annual UAV program cost since Fiscal Year 2005 for the UAVs operations:
32	a. UAVs budget appropriation per year (for each year of use)
	b. UAVs expenditures per year (for each year of use)
33	Maintenance costs per UAV for each year of operation.
34	Estimated useful life of each UAV type.
35	Any financial agreements and contracts with any third parties related to purchase, leasing, use, testing, or deployment of UAVs.
36	How the asset values of UAVs are recorded (whether UAVs are recorded as fixed asset, computer system, or capital expense); include also whether UAVs are included in an inventory count.

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(U//LES) FBI Response to the DOJ OIG Document Request Dated December 18, 2012
regarding the FBI's Unmanned Aerial Vehicle Program

1. (U) FBI's working definitions of Unmanned Aerial Vehicle (UAV) [NOTE: This request uses UAV to include both vehicles and any relevant command systems]




2. (U) Organizational chart of units responsible for managing and operating FBI UAVs.

(U) See the attached organizational chart at Tab 1a for the OTD Video Surveillance Unit. Note: The organizational chart provided to the OIG during its interview with VSU was a working draft that was not finalized or complete. We request that the OIG rely on the attached organizational chart instead.

(U) See also the attached organizational chart at Tab 1b for the Critical Incident Response Group Aviation Surveillance Branch.

3. (U) The number and type of UAVs owned by the FBI used for research or law enforcement purposes.

~~(S//NF)~~ UAV Inventory

Type of UAV	Number owned by the FBI
	

*  additional UAVs are currently  being modified.

Classified By: ~~J76J21T83~~
Derived From: ~~FBI NSISC-20090615~~
Declassify On: ~~20381231~~

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CREW-174

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4. (U) Description of the sensor package/capabilities on each UAV used for research or law enforcement purposes.

(U) See attached chart at Tab 2.

5. (U) Type of telemetry software for each law enforcement-related UAV and whether the channels of communications for each are secure and encrypted.

~~(S//NF)~~ All UAVs in FBI's inventory use the software listed below:

[Redacted]

All data transmitted using any of the above software [Redacted]

6. (U) Number of UAVs, if any, the FBI operates for research or law enforcement purposes obtained from third party public agencies that were detailed, loaned, or assigned to the FBI.

(U//LES) [Redacted]
[Redacted]

7. (U) The circumstances of loan disclosed in response to Question 6 and any Memorandums of Understanding or terms of use between the agencies involved for each applicable UAV.

(U//LES) [Redacted]
[Redacted]

8. (U) Number of instances in which the FBI requested the assistance of UAVs operated by third parties in law enforcement operations or instances where FBI law enforcement operations obtained information from the use of third party UAVs.

~~(S//NF)~~ We are aware of [Redacted] instances when the FBI requested UAV coverage or assistance from other entities [Redacted]
[Redacted]

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9. (U) UAV deployments on FBI law enforcement missions: a. By UAV type, b. Field locations to which UAVs were deployed, c. Operational hours of deployment broken down into training, transportation from/to deployment site to target site, operation time on target, d. FAA issued Certificates of Authorization (COA) (regular and/or emergency).

(U) See Tab 3.

10. (U) Number and type of criminal cases supported and/or prosecuted using data collected by UAV; include points of contact in the field to discuss the UAV contribution.

~~(S//NF)~~ There have been a total of [] criminal cases supported and/or prosecuted using data collected by UAV. []

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11. (U) Description of the requisition and logistics process to deploy a UAV from CIRG to the field for a particular case and the command and control systems at the FBI, including internal controls policies to maintain, store, and operate UAVs. Also provide any procedures, if any, required to permanently base a UAV at a Field Division.

(U//LES) UAV deployments are made in accordance with the UAV SOP EC dated 10/28/2010 on page three under "Check list for missions."

12. (U) Whether UAV flight logs are maintained and/or if telemetry data and surveillance is recorded and maintained, where, and how protected.

~~(S//NF)~~ UAV/UAS (Unmanned Aerial System) flight logs are maintained and stored []

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13. (U) Description of the circumstances of any UAV accidents and crashes or malfunctions resulting in loss of power in flight. Also please provide any FBI policy regarding liability of the FBI for UAV accidents or third party damage.

(U//LES) We are aware of [] accidents and crashes or malfunctions resulting in loss of power in flight. []

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(U//LES) There is no specific FBI policy regarding liability for UAV accidents or third party damage. With exceptions, the Federal Tort Claims Act makes the United States liable for injuries caused by the negligent or wrongful act or omission of any federal employee acting within the scope of his or her employment, in accordance with the law of the state where the act or omission occurred, and likely would apply to claims arising from UAV accidents or third party damage.

14. (U) Number of FTEs dedicated to working with or using UAVs, and number of FBI personnel qualified to operate UAVs.

(U//LES) The FBI has full-time and part-time employees dedicated to working with and operating UAVs.

15. (U) Descriptions of the qualifications of personnel handling UAVs.

~~(S//NF)~~ The full-time employee listed above possesses a Private Pilot Certificate, and is qualified on the . The part-time employees listed above possess Private Pilot Certificates, and are qualified on .

16. (U) Relevant trainings, conferences or certification programs taken by FBI UAV operators.

A. ~~(S//NF)~~ UAV certification

- 1) day certification.
- 2) day certification.
- 3) day certification.
- 4) day certification.

B. (U//LES) Private Pilot ground school - day certification.

C. (U//LES) Private Pilot License (PPL) - months.

17. (U) Whether there are plans to expand the use of FBI UAV operations and what groups are involved in such planning.

~~(S//NF)~~ At this time to expand the use of FBI UAV operations.

18. (U) The number of FBI-owned UAVs used primarily for national security missions in United States airspace or proximate thereto if originating in the country.

(U) [REDACTED]

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19. (U) Whether the FBI operates third-party UAVs for national security purposes, and if so, the circumstances of the UAV loan, detail, or assignment and any Memorandums of Understanding or terms of use between the agencies involved.

(U//LES) [REDACTED]

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20. (U) Number of instances in which the FBI requested the assistance of UAVs operated by third parties in national security operations or instances where FBI national security operations obtained information from the use of third party UAVs.

~~(S//NF)~~ [REDACTED]

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21. (U) Description of the sensor package/capabilities on each UAV used primarily for national security purposes.

(U) [REDACTED]

b7E

22. (U) Type of telemetry software for each UAV used primarily for national security purposes and whether the channels of communications for each are secure and encrypted.

(U) [REDACTED]

b7E

23. (U) All UAV deployments on national security-related FBI missions in United States airspace or proximate thereto if originating in the country: a) By UAV type b). Field locations to which UAVs were deployed. c) Operational hours of deployment broken down into training, transportation from/to deployment site to target site, operation time on target d) FAA issued Certificates of Authorization (COA) (regular and/or emergency).

~~(S//NF)~~ With respect to UAV deployments on national security-related FBI missions in United States airspace or proximate thereto, we provide the following information:



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24. (U) Number and type of national security cases supported and/or prosecuted using data collected by UAV; include points of contact in the field to discuss the UAV contribution.

~~(S//NF)~~ [redacted] national security cases supported and/or prosecuted using data collected by UAV. [redacted]
[redacted]

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25. (U) Process to authorize the use of UAVs for surveillance in national security cases and the policies, procedures, and guidelines relevant to such UAV use; in particular guidance on whether or when search warrants should be obtained, as well as any circumstances when application should be made to the FISA Court.

(U//LES) UAV deployments are made in accordance with the UAV SOP EC dated 10/28/2010 on page three under "Check list for missions."

26. (U) Laws and regulations detailing FBI's authority to purchase and deploy UAVs.

(U//LES) [redacted]
[redacted]
[redacted]
(U//LES) [redacted]
[redacted]

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27. (U) Departmental or FBI policies, procedures or guidelines generally governing the deployment of UAVs in law enforcement investigations.

(U//LES) In addition to the deployment authorities listed in question #26, [REDACTED]

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28. (U) The process to authorize the use of UAVs for surveillance in criminal cases and any policies, procedures, and guidelines relevant to whether or when search warrants should be obtained.

(U) See answer to question #27.

29. (U) Intra-departmental coordination efforts regarding jurisdictional issues, research and development or deployment issues; particularly coordination with the National Institute of Justice.

(U//LES) The FBI is currently working with the Department of Justice and other federal agencies to formulate a law enforcement common strategy approach to UAS operations in the United States. The FBI's point of contact at NIJ is [REDACTED]

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30. (U) Efforts to coordinate with the Department of Homeland Security, the Federal Aviation Administration, and other Federal agencies to develop privacy protocols or other interagency coordination efforts regarding jurisdictional issues, research and development or deployment issues.

(U//LES) With regard to deployment of UAVs, the FBI is [REDACTED]

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31. (U) The purchase costs of each UAV used by the FBI since Fiscal Year 2005.

~~(S//NF)~~ UAV PURCHASE COSTS

Fiscal Year	System	Cost
2005		
2006		
2007		
2008		
2009		
2010		
2011		
2012		

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32. TO BE PROVIDED

33. ~~(S//NF)~~ Maintenance costs per UAV for each year of operation:

Fiscal Year	Expenditure
2005	
2006	
2007	
2008	
2009	
2010	
2011	
2012	

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Source: FMS

34. TO BE PROVIDED

35. (U) Any financial agreements and contracts with any third parties related to purchase, leasing, use, testing, or deployment of UAVs.

~~(S//NF)~~ The FBI currently has ☐ purchase orders with

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36. (U) How the asset values of UAVs are recorded (whether UAVs are recorded as fixed asset, computer system, or capital expense); include also whether UAVs are included in an inventory count.

(U//LES) UAVs valued at

[Redacted]

(U//LES) All UAVs

[Redacted]

(U//LES)

[Redacted]

(U//LES) UAVs valued at

[Redacted]

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Document and Data Request Tracking Sheet

Tracking Number	Document/Data Requested Background	Request Status	Date of Request	Follow up Request #1	Follow up Request #2
1	FBI's working definition of UAV.	complete	12.18.12		
2	Organizational chart of units responsible for managing and operating FBI UAVs; please provide chart with names and acronyms key. Also please indicate the reporting chain for the employees involved with UAVs.	open	12.18.12	2.19.13	
3	The number and type of UAVs owned by the FBI used for research or law enforcement purposes; please provide information for the 3 additional UAVs currently being modified.	open	12.18.12	2.19.13	
4	Description of the sensor package/capabilities of each UAV used for research or law enforcement purposes; please provide the information for ALL of the UAVs owned by the FBI, including any system on order.	open	12.18.12	2.19.13	
5	Type of telemetry software for each law enforcement-related UAV and whether the channels of communications for each are secure and encrypted.	complete	12.18.12		
6	Number of UAVs, if any, the FBI operates (or has others operate on its behalf) for research or law enforcement purposed obtained from third party public agencies that were detailed, loaned, or assigned to the FBI. Please update response for #6 as response to #8 makes reference to two instances where the FBI requested UAV coverage or assistance from other entities.	open	12.18.12	2.19.13	

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- 7 The circumstances of loan (or UAV operation by a third party at FBI request) mentioned open 12.18.12 2.19.13
in response to Question 6 and any Memorandums of Understanding or terms of use
between the agencies involved for applicable UAV. Please update response for #7 as
response to #8 makes reference to two instances where the FBI requested UAV
coverage or assistance from other entities. Request includes names of FBI technicians
or agents involved in obtaining, coordinating or assisting use of third party UAV and FBI
case agents in the matters involved, and a description of the circumstances of their
involvement.
- 8 Number of instances in which the FBI requested the assistance of UAVs operated by open 12.18.12 2.19.13
third parties in law enforcement operations or instances where FBI law enforcement
operations obtained information from the use of third party UAVs. Please provide more
information for this response as well as the second instance referenced in the "We are
aware of two instances" response.
- 9 UAV deployments on FBI law enforcement missions: Please provide after action reports open 12.18.12 2.19.13
for EACH deployment.
a. By UAV type.
b. Field locations to which UAVs were deployed
c. Operational hours of deployment broken down into training, transportation from/to
deployment site to target site, operation time on target.
d. FAA issued Certificates of Authorization (COA) (regular and/or emergency). Please
provide copies of all COAs obtained. If a COA was not obtained, please provide written
explanation as to why no COA was obtained.
- 10 Number and type of criminal cases supported and/or prosecuted using data collected open 12.18.12 , 2.19.13
by UAV; include points of contact in the field to discuss the UAV contribution. Name of
case agent. Please also include a brief description of the circumstances of UAV use and
information collected

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|----|---|----------|----------|---------|
| 11 | Description of the requisition and logistics process to deploy a UAV from CIRG to the field for a particular case and the command and control systems at the FBI, including internal controls policies to maintain, store, and operate UAVs. Also provide and procedures, if any, required to permanently base a UAV at a Field Division. Please provide UAV SOP EC dated 10/28/2010. | open | 12.18.12 | 2.19.13 |
| 12 | Whether UAV flight logs are maintained and/or if telemetry data and surveillance is recorded, maintained, where, and how protected. Please provide the after action reports to support your response. | open | 12.18.12 | 2.19.13 |
| 13 | Description of the circumstances of any UAV accidents and crashes or malfunctions resulting in loss of power in flight. Also please provide any FBI policy regarding liability of the FBI for UAV accidents or third party damage. | complete | 12.18.12 | |
| 14 | Number of FTEs dedicated to working with or using UAVs, and number of FBI personnel qualified to operate UAVs. Please provide their names and contact information. | open | 12.18.12 | 2.19.13 |
| 15 | Descriptions of the qualifications of personnel handling UAVs. | complete | 12.18.12 | |
| 16 | Relevant training, conferences or certification programs taken by FBI UAV operators. Please provide copies of all certifications and entries of any relevant training recordkeeping database. | open | 12.18.12 | 2.19.13 |
| 17 | Whether there are plans to expand the use of FBI UAV operations and what groups are involved in such planning. | complete | 12.18.12 | |

National Security

- | | | | | |
|----|---|----------|----------|--|
| 18 | The number of FBI-owned UAVs used primarily for national security missions in United States airspace or proximate thereto or proximate thereto if originating in the country. | complete | 12.18.12 | |
|----|---|----------|----------|--|

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|----|--|----------|----------|
| 19 | Whether the FBI operates (or has others operate on its behalf) third-party UAVs for national security purposes, and if so, the circumstances of the UAV loan, detail, or assignment and any Memorandums of Understanding or terms of use between the agencies involved. Just to clarify, are there any instances where third parties operated their own UAVs in national security matters involving the FBI? If so please specify the circumstances. | open | 12.18.12 |
| 20 | Number of instances in which the FBI requested the assistance of UAVs operated by third parties in national security operations or instances where FBI national security operations obtained information from the use of third party UAVs. | complete | 12.18.12 |
| 21 | Description of the sensor package/capabilities on each UAV used primarily for national security purposes. | complete | 12.18.12 |
| 22 | Type of telemetry software for each UAV used primarily for national security purposes and whether the channels of communications for each are secure and encrypted. | complete | 12.18.12 |
| 23 | UAV deployments on national security-related FBI missions in United States airspace or proximate there if originating in the country:
a. By UAV type.
b. Field locations to which UAVs were deployed
c. Operational hours of deployment broken down into training, transportation from/to deployment site to target site, operation time on target. Please provide after action reports of UAV use.
d. FAA issued Certificates of Authorization (COA) (regular and/or emergency). Please provide copies of FAA issued COAs | Open | 12.18.12 |
| 24 | Number and type of national security cases supported and/or prosecuted using data collected by UAV; include points of contact in the field to discuss the UAV contribution. | complete | 12.18.12 |

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|---|---|----------|----------|---------|
| 25 | Process to authorize the use of UAVs for surveillance in national security cases and the policies, procedures, and guidelines relevant to such UAV use; in particular guidance on whether or when search warrants should be obtained, as well as any circumstances when application should be made to the FISA Court. | complete | 12.18.12 | |
| <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">Jurisdiction</div> | | | | |
| 26 | Laws and regulations detailing FBI's authority to purchase and deploy UAVs. Please provide a copy of FBI EC 319T-2-HQA1487668-OTD | open | 12.18.12 | 2.19.13 |
| 27 | Departmental or FBI policies, procedure or guidelines generally governing the deployment of UAVs in law enforcement investigations. | complete | 12.18.12 | |
| 28 | The process to authorize the use of UAVs for surveillance in criminal cases and any policies, procedures, and guidelines relevant to whether or when search warrants should be obtained. | complete | 12.18.12 | |
| 29 | Intra-departmental coordination efforts regarding jurisdiction issues, research and development or deployment issues; particularly coordination with the National Institute of Justice. | complete | 12.18.12 | |
| 30 | Efforts to coordinate with the Department of Homeland Security, the Federal Aviation Administration, and other Federal agencies to develop privacy protocols or other interagency coordination effort regarding jurisdictional issues, research and development or deployment issues, | complete | 12.18.12 | |
| <div style="border: 1px solid black; padding: 2px; margin: 5px 0;">Financial</div> | | | | |
| 31 | The purchase costs of each AV used by the FBI since Fiscal Year 2005. Please provide supporting documentation for purchase costs including purchase orders, invoices, and copy of checks | open | 12.18.12 | 2.19.13 |

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- | | | | | |
|----|---|----------|----------|---------|
| 32 | The annual UAV program cost since Fiscal Year 2005 for the UAVs operations: Please provide supporting documentation and/or calculations for the numbers provided.
a. UAVs budget appropriation per year (for each year of use) Please provide supporting documentation and/or calculations for the numbers provided.
b. UAVs expenditures per year (for each year of use) Please provide supporting documentation and/or calculations for the numbers provided. | open | 12.18.12 | 2.19.13 |
| 33 | Maintenance costs per UAV for each year of operation. Please provide supporting documentation and/or calculations for the numbers provided. | open | 12.18.12 | 2.19.13 |
| 34 | Estimated useful life of each UAV type. Please provide supporting documentation and/or calculations for the numbers provided. | open | 12.18.12 | 2.19.13 |
| 35 | Any financial agreements and contracts with any third parties related to purchase, leasing, use, testing, or deployment of UAVs. | complete | 12.18.12 | |
| 36 | How the asset values of UAVs are recorded (whether UAVs are recorded as fixed asset, computer system, or capital expense); include also whether UAVs are included in an inventory count. Please provide an inventory listing supporting each UAV. | open | 12.18.12 | 2.19.13 |

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[redacted] (RMD)(FBI)

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From: [redacted]
Sent: Thursday, December 08, 2011 11:12 AM
To: [redacted]
Subject: FW: Proposed Press Release

[redacted]
Please review this. You'll recognize it. Let me know what you think as soon as you can.

[redacted]
Associate General Counsel and Unit Chief
Science and Technology Law Unit
Office of the General Counsel
Federal Bureau of Investigation
(Office) [redacted]
(Cell) [redacted]
(Secure) [redacted]
(Fax) [redacted]

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From: Bessette, Gerald R.
Sent: Thursday, December 08, 2011 7:31 AM
To: [redacted]
Cc: [redacted]
Subject: Proposed Press Release

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[redacted]
As discussed here is where our programs stands.

We currently have [redacted] different type of Unmanned Aerial Systems (UASs) made up of [redacted] aircraft which are [redacted]. We flew on a total of [redacted] missions last year. [redacted] cases and [redacted] cases. Each mission would have been comprised of numerous actual flights. The program is managed out of OTD's Traditional Technology Section-Video Surveillance Unit. Operation of UAS in the national airspace is strictly regulated by the FAA and we must request permission to fly from the FAA, CIRG's ASB, and the FAA puts out a notice. We participate in numerous working groups and cross training exercises with other local, state, and federal law enforcement agencies as we "jointly" pursue the FAA to make LEO specific regulations and create rules pertaining to different weight classes. Right now, our [redacted] aircraft fall under the same regulations as the [redacted]. There is a lot of interest in UASs because a small department/agency that can't afford a plane or helicopter with pilots could easily buy and operate small UAS for surveillance. OTD's UAS team in VSU advises that we do not have any specifics on how the FBI in [redacted] requested [redacted] services since that was done from [redacted] FBI. [redacted] OGC's STLU UC assigned to support OTD, advises that the legal review for the use of that [redacted] was done by CIRG's CDC. OTD's agreement with [redacted] on the use of any of their assets, to include [redacted] is mostly informal and on a case by case basis. When the FBI request support from other local, state, or federal law enforcement agencies there is usually concurrent jurisdiction or a task force. The FBI will also assists other law enforcement agencies with a variety of assets as is DOJ policy under either statutory, DIOG. or other authority. Many of the FBI border offices and other divisions have individual relationships with the other federal agencies in their territories so OTD would not know what they are requesting for what investigation. For example, [redacted]

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From: [REDACTED]
Sent: Wednesday, June 19, 2013 4:31 PM
To: [REDACTED]
Subject: FW: FBI use of UAV's

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Fyi – We sent this out to the media as a result of the many calls/emails we received.

From: [REDACTED]
Sent: Wednesday, June 19, 2013 4:15 PM
To: [REDACTED]
Subject: FBI use of UAV's

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As the Director stated, we have used surveillance aircraft in very limited circumstances to support operations where there was a specific operational need. Unmanned aerial vehicles (UAV) allow us to learn critical information that otherwise would be difficult to obtain without introducing serious risk to law enforcement personnel. As an example, the FBI utilized a UAV at the crisis site during the Jimmy Lee Dykes hostage barricade situation in Alabama earlier this year.

FBI's UAVs are only utilized to conduct surveillance operations on stationary subjects. In each instance, the FBI must first obtain the approval of the FAA to use the aircraft in a very confined geographic area.

[REDACTED]
Unit Chief
FBI National Press Office
FBIHQ- Washington D.C.
Office of Public Affairs

[REDACTED] desk
[REDACTED] cell
[REDACTED]

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